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79-1293/9

24 SEP 1979

MEMORANDUM FOR: Deputy Director for Administration

FROM: James H. McDonald
Director of Logistics

SUBJECT: Federal Employee Parking Assessments

REFERENCES: a. OMB Circular A-118 dtd 13 Aug 79
b. GSA Implementing Instructions dtd
13 Sept 79

1. This memorandum is provided for your information regarding the OMB circular and GSA implementing regulations on the new paid-parking program.

2. As previously stated, the policy behind the paid-parking program remains the same, conservation of energy resources, reduction in air pollution, and reduction in traffic congestion by making it more desirable for employees to participate in carpools and/or to better utilize public transportation. Fees will be charged for parking starting on 1 November 1979. Rates have been assessed by GSA based on SLUC and comparable commercial rates. Rates will be charged at 50 percent of the full charge for the period 1 November 1979 through 30 September 1981. Full rates are applicable thereafter. Where rates are assessed at less than \$10.00, no fee will be charged. For rates between \$10.00 and \$20.00, a minimum fee of \$10.00 is established.

3. The references have established specific exemptions and priorities for assigned parking:

a. Exemptions

(1) During the period 1 November 1979 and 30 September 1980, van pools (eight passengers or more) are exempt from fees. This exemption may be extended at the end of this period.

(2) Vehicles specially equipped to assist handicapped employees are exempt from fees.

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(3) Shift workers are exempt from fees. The Agency policy defining shift workers will include any employee on a rotating shift for the time spent on a day shift as well as mid or swing shift.

(4) Two-wheeled vehicles are exempt.

(5) U.S. Government employees utilizing shared parking facilities are exempt.

(6) Visitor parking is exempt from fees.

b. Priority for Assignment

Priority for assignment of parking spaces allows for handicapped, van pools, carpools, and general parking in that order. Ten percent of the parking spaces may be reserved for executives and those having unusual hours.

4. Since this policy applies to the U.S., its territories and possessions, Puerto Rico and the Canal Zone, fees have been established for the Metropolitan area

[Redacted]

[Redacted]

[Redacted]

\$80.00
65.00

33.00

2430 "E" Street, N.W. (estimated)

40.00

[Redacted]


5. Following the example set at the Pentagon, a single fee structure will be established for each facility irrespective of the location and/or the desirability of the space. Fees will be charged on a monthly basis and no refunds will be provided for partial use of a monthly permit. Any other arrangement will significantly increase the administrative burden and will subvert the intent of the program to force increased use of public transportation and an increase in the number of carpools. Plans for the collection and accountability for

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parking fees are still in negotiation. At present, the Chiefs of Support/Administration for each area where fees will be charged are working with the Office of Logistics to establish a satisfactory system. We are looking into the possibility of a payroll deduction system and/or assistance from the Credit Union or EAA.


previously noted, the GSA SLUC rate for the Headquarters compound in FY-81 has been increased from \$.22 to \$.46 per square foot. Unless reduced as a result of appeal, Headquarters will exceed the \$10.00 minimum and will be subject to fees as of 1 October 1980. GSA has promised to review the rates based on our appeal and to respond by 1 October 1979.

7. In the Agency's response to the original draft of OMB Circular A-118, a request for exemption from fees for the Headquarters compound was sought on the basis of a remote facility with limited public transportation available. In addition, cover problems were also cited in organizing car-pools. OMB chose not to respond, taking the attitude that Langley would be exempt since the fee would be under \$10.00. Based on discussions with personnel at both GSA and OMB, the reaction to our request was negative. It is felt that CIA is not different from the rest of the U.S. Government and is not deserving of a special exemption. As you know, our response was leaked to the press. Two initiatives are under way to exempt parking at Langley from fees. OLC, working with OMB and the Congress, is attempting to have language written into the Percy Bill (S930) effectively exempting remote facilities. A second effort is under way by OGC, looking into the legal basis for paid parking. Both of these initiatives concern us since they appear to be fighting the Administration policy on paid parking. These actions appear to place the DCI, as a Presidential appointee, in a position opposite the President. In particular, no effort should be exerted to use the special DCI authorities to resolve an administrative problem.


James H. McDonald

Attachment

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Reference a